

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No 4080

晚七廿月七年十三緒光

TUESDAY, SEPTEMBER 6, 1904.

二拜禮

號六月九英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,310,000

Head Office: YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.
Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND: Sterling Reserve \$10,000,000
Silver Reserve \$7,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson.
A. Haupt, Esq.
H. Schubert, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong: J. R. M. SMITH.
Shanghai: H. M. BEVIS.

LONDON BANKERS: LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG: INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 1/2 per cent. per Annum.
For 12 months, 4 1/2 per cent. per Annum.
J. R. M. SMITH, Chief Manager.

Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON deposits is allowed at 3 1/2 PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.
Hongkong, 1st May, 1904. [23]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital \$1,000,000
Paid up Capital " 324,372
HEAD OFFICE: HONGKONG.

Board of Directors:
Creasy Ewens, Esq.
J. Focke, Esq.
Kwan Fong Kuk, Esq.
G. C. Moxon, Esq.

Chief Manager:
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 2nd August, 1904. [B]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Tael 7,500,000
HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Hankow.
Tientsin. Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
H. FIGGE, Manager.

Hongkong, 12th August, 1904. [25]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
GOLD \$7,993,173.37—about £1,640,000.
CAPITAL AND SURPLUS AUTHORIZED
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, Cebu, SHANGHAI,
SINGAPORE, YOKOHAMA, BOMBAY,
CALCUTTA, CANTON,
AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.
CREDIT LYONNAIS, DRESBNER BANK,
COMPTON NATIONAL D'ESCOMPTE DE PARIS, &C.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 26th July, 1904. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office: SHANGHAI.

Branches and Agencies:
CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENSIN.
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3 1/2 per Annum Fixed Deposits for 3 months
4 1/2 " " " 6 " " "
5 1/2 " " " 12 " " "

H. C. MARSHALL,
Acting Manager.

Hongkong, 17th May, 1903. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " " " 3 " "
" " " 3 " " " 2 " "

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24]

隆 YAU LOONG. 祐

CANTON.

NEW SEASON'S SELECTED GINGER AND FRUITS of Standard Quality.

Packed in RICH SYRUP and BEST SUGAR. STEM GINGER FOR TABLE D'HOT.

Specially recommended. Delicious and Wholesome.

Fixed prices for different assortments. Orders will be promptly executed.

Hongkong Office at No. 3, Sai On Lane, facing Des Vœux Road, West near Gas Works.

Hongkong, 10th August, 1904. [254]

Marine.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
SHANGHAI	{ BENGAL G. Phillips	About 8th September	Freight and Passage.
YOKOHAMA VIA SHANGHAI, MUJI and KOBE. (Passing through the Inland Sea).	{ MALACCA A. F. Street	About 9th September	Freight only.
LONDON, &C.	{ CHUSAN A. Thompson	Sept. 10th, Noon	See Special Advertisement.
YOKOHAMA VIA SHANGHAI, MUJI and KOBE. (Passing through the Inland Sea).	{ MANILA H. G. H. Lewellin, R.N.R.	About 16th September	Freight on

For Further Particulars, apply to

Hongkong, 5th September, 1904.

E. A. HEYATT, Superintendent.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
GNEISENAU	WEDNESDAY, 14th September.
PRINZ HEINRICH	WEDNESDAY, 28th September.
BAYERN	WEDNESDAY, 12th October.
SACHSEN	WEDNESDAY, 26th October.
ZITEN	WEDNESDAY, 9th November.
PRINZESS ALICE	WEDNESDAY, 23rd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 7th December.
PRUSSEN	WEDNESDAY, 21st December.
PRINZ ECTEL FRIEDRICH	WEDNESDAY, 4th January, 1905.
PRINZ HEINRICH	WEDNESDAY, 18th January, 1905.

ON WEDNESDAY, the 14th day of Sept., 1904, at Noon, the Steamship "GNEISENAU," of the NORDDEUTSCHER LLOYD, Captain H. Bleeker, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 12th Sept., Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 13th Sept., and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 13th Sept.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardsesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 17th August, 1904.

Intimations.

LANE, CRAWFORD & CO.,

SHIPCHANDLERS & SAILMAKERS,

DECK AND ENGINE STORES

OF

Every Description, Best Quality, and at REASONABLE Prices.

HUBBUCK'S PAINTS AND OILS received Fortnightly.

"GLENFIELD" BOILER FLUID in 5 and 10-gallon drums.

Sole Agents for:

Sir CHAS. PRICE'S Special Engine Oil.

VALVOLINE, ZYNKARA, BAXTER'S CANVAS, GOUROCK CANVAS.

SHIPS' UPHOLSTERY.

A Speciality, attended to by experienced EUROPEAN ASSISTANTS ONLY.

Work undertaken at the SHORTEST NOTICE.

LANE, CRAWFORD & Co.

Hongkong, 17th August, 1904.

"ASAHI BEER."

BEER OF THE RISING SUN.

BREWED BY

THE OSAKA BEER BREWING Co., Ltd.,
OSAKA, JAPAN.

In Cases of 4 doz. bottles.

" " " 8 " " "

CALBECK, MACGREGOR & CO.,

SOLE AGENTS.

Hongkong, 20th August, 1904.

Intimations.

Bovril is an ideal food for the strong and the weak. Bovril imparts extra vigor to the healthy, greater strength to the ailing. Bovril is, moreover, a true friend in the kitchen. It adds nourishment, and gives a delightful "twang" to soups, sauces, gravies and entrees.



TRADE



MARK.

TELEPHONE No. 135.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED, EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904.

JOHN DEWAR SONS & Co., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.,

SOLE AGENTS.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD.

Hongkong, 18th August, 1904.

PO CHEUNG & Co.,

昌 寶

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS,

GENERAL DOMESTIC GOODS, &c.,

COUNTERS, PARTITIONS, FITTINGS, &c.,

MADE TO SIZES AND PARTICULARS.

DESIGNS FORWARDED ON APPLICATION.

TELEPHONE 460.

Hongkong, 16th August, 1904.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903.

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

W. FARMER, Proprietor.

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.
LONDON BRANCH: 34, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidsuru, Kure, Shimotsuki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchikatsu, Sasabe, Milko, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSU" (A.B.C. and A 1 Codes).

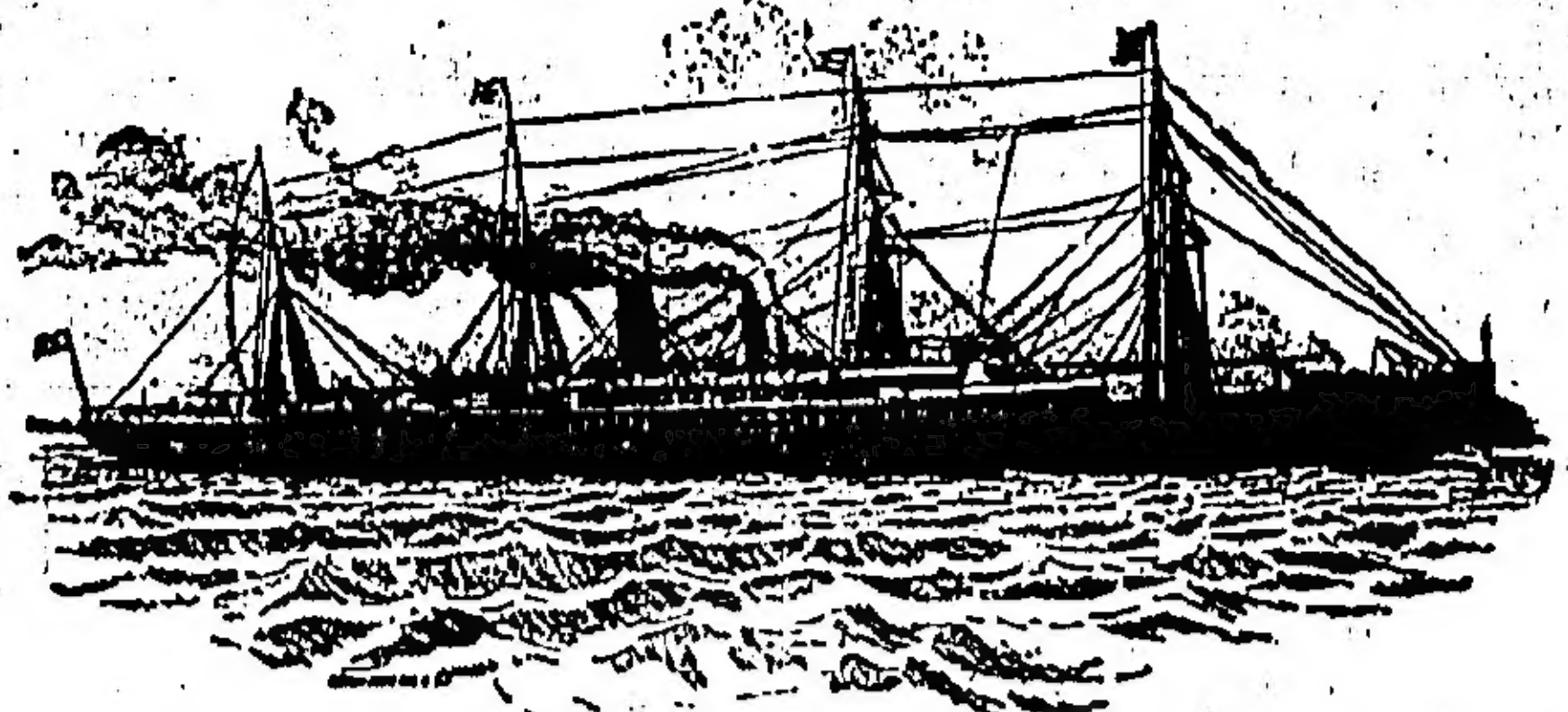
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamato and Ida Coal Mines; and SOLE AGENTS for Fujinokura, Hokoku, Honda, Ichimura, Kanada, Mameda, Mannoura, Oosaka, Oishi, Shibata, Tsubakura, Yohimura, Yoshio, Yuzokibara and other Coals.

S. MINAMI, Manager, Hongkong.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU" ... 6,300 Gross Tons...	THURSDAY, 8th September, at Noon.
"CHINA" ... 5,060 "	THURSDAY, 15th September, at Noon.
"DORIO" ... 4,784 "	TUESDAY, 27th September, at Noon.
"MANOHURIA" ... "	SATURDAY, 8th October, at Daylight.
"KOREA" ... 11,276 "	TUESDAY, 1st November, at Noon.
"GAELIC" ... 4,205 "	THURSDAY, 10th November, at Noon.
"MONGOLIA" ... 13,639 "	TUESDAY, 22nd November, at Noon.
"COPTIO" ... 4,352 "	"

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 8th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and Northern Pacific Railway, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

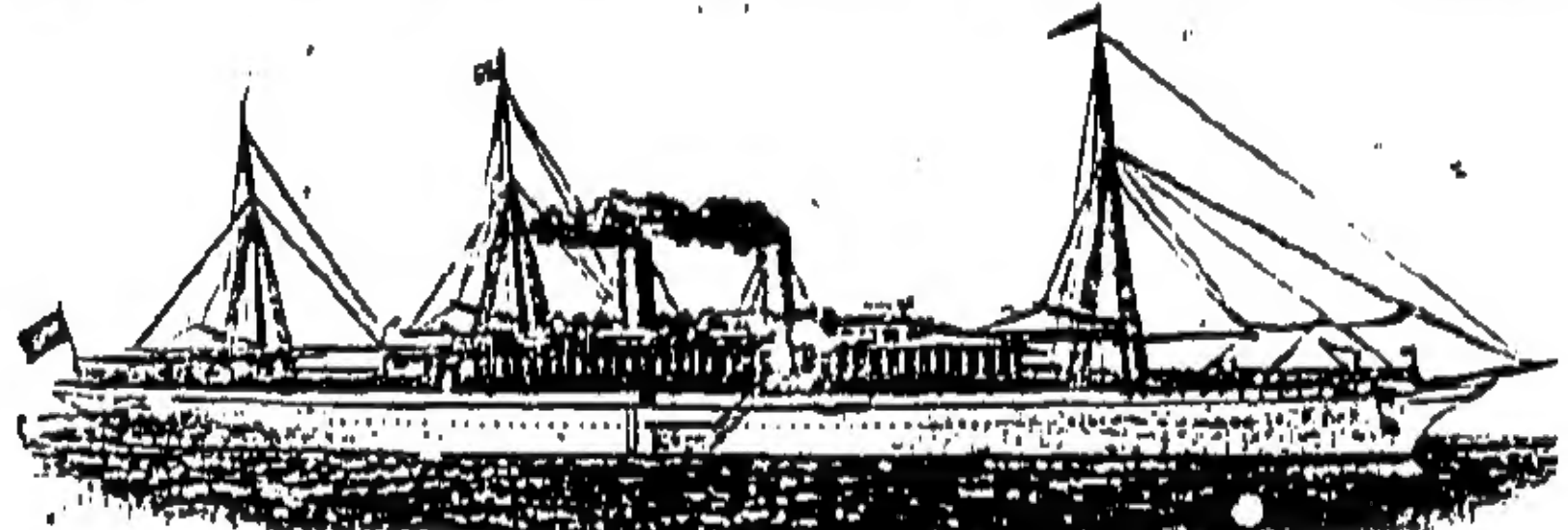
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.
Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 6th September, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN" ... 6,000 Tons...	WEDNESDAY, 21st September.
"ATHENIAN" ... 2,440 "	WEDNESDAY, 12th October.
"EMPRESS OF CHINA" ... 6,000 "	WEDNESDAY, 19th October.
"TARTAR" ... 4,425 "	WEDNESDAY, 2nd November.
"EMPRESS OF INDIA" ... 6,000 "	WEDNESDAY, 16th November.
"EMPRESS OF JAPAN" ... 6,000 "	WEDNESDAY, 14th December.

Hongkong to London, 1st Class ... via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate ... £40.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 24th August, 1904.

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA ...	HAVRE, BREMEN and HAMBURG.	20th Sept. Freight.
Luning ...	(Calling at S'PORE, PENANG & COLOMBO).	"
SCANDIA ...	HAVRE and HAMBURG.	3rd October. Freight and Passengers.
(ex KONIGSBERG) ...	(Calling at S'PORE, PENANG & COLOMBO).	"
Suevia ...	HAVRE and HAMBURG.	18th October. Freight.
von Döhren ...	(Calling at S'PORE, PENANG & COLOMBO).	"
BRISGAVIA ...	HAVRE and HAMBURG.	1st Nov. Freight.
Schulke ...	(Calling at S'PORE, PENANG & COLOMBO).	"
SLAVONIA ...	HAVRE and HAMBURG.	15th Nov. Freight and Passengers.
(ex STRASSBURG) ...	(Calling at S'PORE, PENANG & COLOMBO).	"
Madsen ...	"	"

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

Hongkong, 6th September, 1904.

No. 1, Queen's Buildings.

GO TO THE
KOWLOON HOTEL,
KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" ... 2,363 tons...	Captain R. D. Thomas.
"POWAN" ... 2,338 "	G. F. Morrison, R.N.R.
"FATSHAN" ... 2,300 "	W. A. Valentine.
"HANKOW" ... 3,073 "	B. Branch.
"KINSHAN" ... 2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 8.30 P.M. and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" ... 1,998 tons...	Captain H. D. Jones.
------------------------------------	----------------------

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" ... 2,19 tons...	Captain T. Hamlin.
----------------------------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 1st September, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
TESTED, FREE OF CHARGE, AT THE OFFICE OF
N. LAZARUS,
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper
Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are resitful and give the effect of coolness.

Prices from \$2.00. A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904.

F. BLACKHEAD & CO.,
HULL-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTOR
AND GENERAL COMMISSION
AGENTS.

16, DES VŒUX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES.

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES
Hongkong, 15th December, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS
AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.
50, QUEEN'S ROAD,
Watson's Building.

50

MEE CHEUNG,
PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN
12a-House Road.

[S now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICE
in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September, 1904.

THE HONGKONG
STUDIO.

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING
and COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 25th September, 1904.

50

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO-AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.
Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VŒUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 4th September, 1904.

50

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask
ex Factory.

In Bags of 250 lbs. net \$3.20 per Bag
ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd September, 1904.

783

SAVARESSE'S
SANDAL
CAPSULES

Efficient because absolutely pure
English Oil. Not made of castorine.
Full directions. All Chemists.

Established on SAVARESSE'S

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Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45 ft.
Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

595

Hotels.

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE miles out on the Shau-ki-wan Road.

Trams pass the doors every few minutes.

The only House on the Road.

The popular resort of the Colony, occupying a charming seaside situation and command-
ing the most extensive view of the Harbour and Kowloon Peninsula.

Excellent accommodation for a few Boarders.

Good Sea Bathing.

Refreshments served of the first quality only.

Private Tiffin and Dinners, prepared in first-class style on the shortest notice.

Dinner Parties and Picnics catered for.

JAS. CHRISTIE,
Proprietor and Manager.

Hongkong, 15th August, 1904.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the THAM TERMINUS. Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

132

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1903.

THE MANAGER.

129

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd October, 1902.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

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Intimations.

They say men must work and women must
work: but alas, in this too busy world women

men have to work and to weep at the same time. Their holidays are too few and their work too heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows thin and feeble. Once in a while she has spells of palpitation, and has to lie up for a day or two. If some disease like influenza or malarial fever happens to prevail she is almost certain to have an attack of it, and that often paves the way for

Chronic troubles of the throat, lungs, and other organs; and there is no saying what the effect may be. Let the tired and overladen woman rest as much as possible; and, above all, place at her command a bottle of

WAMPOLE'S PREPARATION

A true and sure remedy for the ills and maladi...

of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the

world over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes.

It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in Blood Impurities, Nervous Dyspepsia, Wasting, Constipation.

Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of Throat and Lungs. Dr. E. J. Boyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly two

pounds in two months' treatment, in which was the principal remedial agent." It carries the guarantee of reliability and cannot fail to disappoint you. Why accept a substitute?

Sold by all chemists.

AN APPEAL.

THE SUPERIORESS of the **ITALIAN CONVENT, CAINE ROAD**, begs respectfully to **APPEAL** to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state

Gentlemen's Shirts made to order, and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidered Materials can be supplied, if required.

The Superiress will also be most grateful for any PAPER or old ENVELOPES to be made

into Books for the Children of the Poor Schools
who are taught by the Sisters.
Hongkong, 22nd April 1894.

THE WINE GROWER
SUPPLY CO.

CONCLUSIONS

[illegible]

BARRETTO & Co.,
General Agents, Hongkong.

HOCKS AND MOSELLES.

	Per Case. 1 doz. qts.	Per 2 doz.
Rudesheimer 1900	\$17.00	\$19
Uerriger 1900	18.00	20
Rudesheimer Engerweg 1897	18.00	20

Johannisberger 1897	21.00	24
Zeltingerburg 1900.....	24.00	26

CLARETS.		Per 1 doz
St. George		\$4
Gen. Washon		

Côtes
Montferriand
Medoc
St. Emillon
St. Estephe

SPANISH CLARET.

Bottled by La Compania Vinicola del
de España, Bilbao.

JAPANESE BEER
"KABUTO" BRAND.

HIRANO WATER

Intimations.



A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

THE FINE

MELLOW

FLAVOUR

OF OUR CELEBRATED

E

BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

IS ATTAINED ONLY BY

Great Age, being

thoroughly matured

and Superior Quality

Uniformly Maintained.

Price \$16.50 per Dozen.

A. S. WATSON & Co.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 29th August, 1904.

TELEPHONE NO. 150.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 7TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE

DEALERS.

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co.,

MARINE SURVEYORS,

CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.

Salvage Work undertaken.

Ship Designs and Specifications prepared.

Agents for the Construction and Sale of Steam

and Motor Launches.

Contract for New Tonnage on reasonable terms

with First-class Builders.

A large stock of Canadian Asbestos and

Asbestolite goods kept.

Agents for Messrs. Allen & Sons Electrical

Plant and Centrifugal Pumps.

Telegram Address: Telephone—No. 358.

Hongkong, 3rd May, 1904.

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All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road,
and should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.
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world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

MARRIAGE.
HOLYOAK-COWPER.—On the 3rd inst., at
St. James' Church, Vancouver, B.C., by the
Rev. T. Finnes Clinton, PERCY HOLYOAK,
second son of the Rev. T. H. Holyoak, of
Whalley Range, Manchester, to NELLIE GER-
TRUDE, only daughter of William Cowper, Esq.,
of Moseley, England.

THE HONGKONG TELEGRAPH
HONGKONG, TUESDAY, SEPTEMBER 6, 1904.

THE PILOTS ORDINANCE.

Consequent upon the extremely crowded
condition of the harbour, to which we referred
a few weeks since, the shipping commu-
nity approached the Government earlier in
the year with a view to obtaining some safe-
guard that persons who offered themselves as
pilots within the waters of the Colony were
capable of performing their duties. The
outcome of these representations was the
designing and passing of an Ordinance for
exercising certain control over the existing
so-called pilots and thus establishing a pro-
perly constituted pilot service. Although
several months appear to have elapsed since
the Legislative Council considered and
adopted the Bill the matter has not been
lost sight of by the Government, for we un-
derstand that a board is now being consti-
tuted for the purpose of examining the qualifi-
cations of persons offering themselves as
pilots within the waters of Hongkong. Those
who are at present practising as such are not
licensed or qualified in the sense of having
passed under examination, or had the approval
of any person competent to say whether
the man offering his services is qualified to
act. It was stated two years ago that the
pilots of to-day are of inferior calibre to their
predecessors, and that there was a growing
tendency amongst them to disregard and
willfully ignore ordinary precautions neces-
sary, not only for the safety of the vessels in
their charge whilst under way in narrow
waters, but of others either at anchor or
alongside the wharves. Whether or not Chinese
pilots will take advantage of qualifying
before the board remains to be seen; but
in certain shipping quarters it is stated that
they have been giving satisfaction for so
many years that it would be quite immaterial
whether they joined the recognised service
or remained as they are at present. There
is a demand for pilotage on the harbour,
but it will not be compulsory for anyone to
take a duly qualified pilot, or if he does so
a ship will not be exempted from any con-
sequences that may occur. Government
takes no responsibility whatever in the mat-
ter, but it is to be hoped that the mercantile
community will be unanimous in its choice
of pilots, and engage only those qualified
under the ordinance.

LOCAL AND GENERAL.

A rich vein of gold has been discovered in
Lwate prefecture.

THE Dalny branch of the Yokohama Specie
Bank was opened to business on the 23rd ult.

JEFFRIES defeated Monroe in the second round
of the World's Boxing Championship at San
Francisco.

FOR dumping rubbish into the harbour yester-
day, six garbage boat-men were fined, by Mr.
Kemp, \$25 each.

A LONDON telegram to the *Mainichi* says that
there was a report in St. Petersburg that Ad-
miral Skrydloff has been superseded.

THE monthly payroll of the P. M. S. S. *China*,
with her Asiatic crew, is \$3,175.52; and the pre-
sent wage account on the *Korea* is \$6,000.

THE Japanese Government has decided to
establish meteorological stations at New-
chwang, Yongampho, Dalny, Chemulpo, and
Fusan.

ONLY nine of the crew of forty of the M.B.K.S.
Akunora Maru, which foundered in the ty-
phoon on the 20th ult. off the Gotos, were
saved.

THE British India Steam Navigation Company
have contracted with Messrs. W. Doxford and
Sons, Sunderland, for the construction of three
steamers.

MASAMPHO, Korea, was visited by a typhoon
wave on the 20th ult., which washed away over
130 Korean houses and some fifty Koreans.
All the fishing boats at sea from that port are
missing.

ANOTHER blank plague return was issued by
the Sanitary authorities at noon to-day.

CAPTAIN Barnes of 1st Chinese Regiment has
been appointed Transvaal Emigration Agent
for Shantung.

CAPT. Parr, Acting Commissioner of Customs,
at Yatum, succeeds Mr. Brazier at Kowloon,
and Mr. V. C. Henderson is appointed Acting
Commissioner at Yatum.

COLONEL Dvor Misunitsky, lately in com-
mand of the Russian Legation Guard, a man
of giant size, who was very popular in North
China, was captured by the Japanese at
Telihize, and is now a prisoner in Japan.

A NEW clerical scheme for the F. M. S. service
is being talked about. We are informed that
the maximum salary is to be raised to \$180 per
month with prize appointments of \$200. We
congratulate the clerks on the recognition they
are to receive for their services.—*Perak Pioneer*.

MR. Thomas B. Taylor of New York launched
in the Hudson river a working model of the
vessel which he thinks will revolutionize ocean
travel. He says that if ocean liners adopt his
means of locomotion with the success he an-
ticipates, they can cross the Atlantic in
three days.

THE latest return made by the authorities
shows the total number of Russian prisoners
now detained in Japan to be only 1,408, a much
smaller number than was generally believed.
Of these 53 are officers, including a Colonel, 5
Lieutenant-Colonels, 7 first-class Captains, 10
second-class Captains, 15 Lieutenants, and 15
Ensigns.

THE following is the return of visitors to the
City Hall Library and Museum for the week
ending 4th September, 1904:

	Library	Museum
Non-Chinese.....	230	95
Chinese.....	83	194
Total.....	312	293

OWNERS of the British collier *Foxton Hall*,
which was detained at Port Arthur from the
time of the first attack made by the Japanese
until early in March and which suffered dam-
age during her detention, have received com-
pensation from the Russian Government. The
speedy settlement of the claim by Russia has
greatly gratified ship owners.

WHEN the *Algon* went on the rocks at Point
Bonita recently, a San Francisco firm deman-
ded \$108,000 to repair her, while a Victoria firm
put in a bid for \$12,000. It was announced
that the great difference was due not alone to
the fact that in Frisco the dockage charge was
\$30,000, as against \$6,000 in the north, but to
the high wages demanded by the San Francisco
workmen.

IN quest of a mysterious white race, which lives
in the mountains of Northern China, Professor
Frederick Starr, head of the department of an-
thropology at the University of Chicago, will
come for a long stay in the Orient next spring.
After searching for the strange people in the
mountains, Professor Starr may spend the
remainder of his life among the Chinese, for he
declares that China within three years will
occupy the centre of the world's stage in com-
merce. His plans were announced in his lec-
ture in his class in anthropology.

THE "South China Collegian" continues to
maintain the high standard of excellence which
has characterized it since the work was first
published in the early months of the year.
The fifth number, just to hand, has an editorial
dealing with British and American technologi-
cal education, an interesting article on educa-
tion, from the pen of Dr. O. D. Wannamaker,
a descriptive account of work among the
Chinese girls by Mrs. F. S. Woods and notes
on the Canton Christian College and other
schools, besides much other matter of interest.

THE new Kiootan light-vessel was launched
without ceremony from Messrs. Farnham,
Boyd & Co.'s Pootung yard on Monday and
is now anchored in midstream, awaiting comple-
tion and the erection of her light. She has
been built to the designs of Mr. J. R. Harding,
Chief Engineer of the I. C. S. at Shanghai, and
there are only about two other ships of her
particular character in existence. She is of
steel and will be gas-lighted, and it is hoped
to get her into position in about a month's
time or less.—*N. C. D. News*.

ONE important result of the occupation of
Liaoyang will be that the trade of Newchwang
will revive, remarks the *N. C. D. News*. Al-
though the Russians are no longer in posses-
sion of the port, they still hold the upper
reaches of the river, and by building bridges,
sinking boats, and in other ways, they have
completely stopped the junk traffic in cereals
down to the port. There are said to be large
stocks of beans at Tielhing, and ample supplies
will be forthcoming as soon as the Russians
are dispossessed from Liaoyang and the river
made free again.

THE presence of sharks in waters adjacent to
Chefoo has been noticed by marine men of
late, reports the *Shanghai Daily Press*. This
is something unusual, as these creatures rarely
get above latitude 31 or 32. The commander
of the revenue cruiser *Ping Ching* reports hav-
ing sighted some big ones just off Wei-hai-wei,
and the captain of the steamer *Chefoo* states
that there are numbers of them about the Mian-
tau Islands. The general opinion is that the
cause of this phenomenon is the presence of
many dead bodies at sea south of Port Arthur,
where the naval engagements have taken place.
It is a fact that these scavengers of the sea will
travel hundreds of miles attracted by prospects
of food, of the existence of which they often
have knowledge in some mysterious manner,
but it is rare that they get far outside of their
customary haunts and into latitudes for which
they seem to have an aversion.

THE Fangtze coal-mines in Shantung are run-
ning to their full capacity, and a large new
shaft is being sunk near the railway station.
This shaft will be fully 1,200 feet deep and of
sufficient capacity to give the mines a combin-
ed output of one thousand tons per day.—
V. C. D. News.

REPORTS received from the island of Hawaii
state that after a long spell of quiescence, earth-
quakes are of daily occurrence and the side of
the crater have so caved in as to stop up all the
vents by which the subterranean gases used to
escape. The other day there was one shock which
lasted over half a minute and for nearly ten
seconds the place rocked terribly. Conditions
similar to these have in the past invariably been
followed by activity by the volcano and the in-
habitants of Hilo and other towns, to say noth-
ing of the plantation and ranch employes, are
anxiously awaiting developments.

THE fire that broke out in the coal bunkers of
the s.s. *Menelaus* at Manila a few days ago
resulted in but small damage to the ship's store
of coal. One part of the side of the ship got
too hot to be comfortably touched, but no real
damage was done to the vessel. The fire was
extinguished after four and a half hours' work
with a loss of about \$100. In spite of the Vajen
smoke helmets used by the two firemen, Capt.
Doyle and Lieut. Weed, the latter was over-
come by the gases and the services of the
ship's surgeon were needed to revive him, says
the *Cablenews*.

MR. Desilet, the Chefoo manager for Messrs.
A. Charalot & Co., was robbed of money and
valuables some time during the night of 26th
ult. The thieves entered his house on the East
Bench, and succeeded in getting into Mr. De-
silet's bed-room, where they gathered their
plunder. One hundred and seventy-five roubles
in notes were abstracted from clothing in
the room, and a gold watch and chain valued
at \$175 was taken from a dressing table. There
is no clue to the miscreants, and the matter
will probably be reported to the Taotai, says
the *Shanghai Daily Press*. Mr. Desilet is
particularly anxious to recover the watch and
a silver card case which contained the money.

THE Hon. Treasurer of the Alice Memorial
and Nethercole Hospitals begs to acknowledge
with thanks the following donation to the funds
of the Hospitals:—Po Tsung, \$10, I. Un, \$10,
Kung Hing, \$10, Fuk On Cheung, \$10, Kai
Hing, \$10, On Hing, \$10, Sai Yik, \$10, Fuk
Hing, \$10, Kwong Man Lung, \$10, Sui Lung,
\$10, Kwong Lung Cheung, \$10, Him Wo, \$10,
On Tai, \$10, I. Wo, \$10, Wing Lun On, \$10,
Sui Hing, \$10, Kai Wing, \$10, Kwong On
Shing, \$10, Tsun Tai, \$5, Tai Nin, \$5, Pak Wa
Tung, \$5, Sui Wo Tsung, \$5, Lin King, \$5,
Pang U Tai, \$5, Tai Hing, \$5, Tai Man, \$5,
Fu Fung, \$5, I. Wo Tsung, \$5, Shiu Cheung,
Kui On, \$5, Li Cheung, \$5, Yat On, \$5, Wai
San, \$5, Tsun Tak Long, \$5, Lai Hing Co.,
\$5, Wing Wo Tsung, \$5.

IN consequence of the Japanese Naval and War
Departments enforcing regulations for the
control of the Press the publication of the
second number of the *Kobe Herald* war
supplement has been considerably delayed. A
copy, which covers events during the period
between the 1st April and the 25th May, came
to hand by the last mail from the north, and
again bears testimony to the great care and
attention being bestowed upon the work by the
editor. There are, as usual, quite a number of
illustrations, maps and sketches, while the text
gives a very good idea of all that has happened
during an important period of the war following
the arrival of Alexieff at Port Arthur. Em-
bodied in the work are accounts of the seventh
and eighth attacks on the Russian stronghold,
the blocking expeditions, operations of the
Vladivostok squadron, details of the campaign
on land and many shorter articles of equal
interest. The third number, which will be
issued shortly, will comprise the period of the
conflict ending 30th June.

A TIMBER DEAL.

At the Supreme Court this morning, the
Puisne Judge (Mr. T. Sercombe Smith) pre-
siding, Tang Tien, trading under the name of
Lee Kee Tsung, in Kwangtung Province,
brought an action against the Mongkokisui
timber firm, of Chu Lee Lbong, to recover
\$571.95, balance due for timber sold and
delivered.

Mr. H. Hursthouse (Messrs. Denny and
Rowley) appeared for the plaintiff, while the
defendant was not represented, it being stated
that Mr. d'Alamada e Castro who had been
retained for the defence had withdrawn from
the case.

Plaintiff having given evidence,

His Lordship gave judgment in his favour
for the full amount claimed with costs.

Mr. Hursthouse asked that the Court issue
an execution warrant, as the defendant was
removing property from his premises.

His Lordship assented.

BRITISH VICE-CONSULATE

AT MACAO.

Regarding the appointment of the acting
Commissioner of Customs at Macao to be act-
ing British Vice-Consul, reported in our col-
umns last evening, it is further reported from
Macao that the officials there are strenuously
opposed to the appointment, which would com-
bine two such important offices. In con-
sequence of this there is said to be much friction
between the Government and the Customs party.
It is further understood that if the friction con-
tinues, acting Consul-General C. W. Campbell,
C.M.G., will be requested to visit the port, to
look into the matter, and if necessary to make
another appointment to the office of Vice-
Consul.

BURDENS OF JOURNALISTS
IN HONGKONG.

As though the representatives of the Press had
not already sufficient disadvantages and
difficulties to contend with, when attending the
Magistracy, on their daily round of duty, a
clever, having acquired what our American
cousins term "a swelled head," and so lost
sight of the boundary-line between his authori-
ty and the rights of the public, has en-
deavoured to place another obstacle in their
way, by issuing another order (which, by the
way, he was careful to make only verbally,
probably knowing how it must stultify himself)
which is ridiculous, and at the same time
insulting. The order, which was conveyed
through one of the subordinates, was to the
effect that "no reporter was to be allowed to
go into the offices of the Magistracy, except on
business, or to pay their fines." Just what the
clerk intended to convey to the Press, by the
gratuitous insult contained in the italicised
words of the "order," is best known to him-
self, but it may interest the individual in
question to know that portions of the offices,
at the Magistracy are public offices and not even
he has any authority to order the Press or any
one else, for that matter, whose business takes
them there, out of those portions of the offices
in question. There is nothing attractive about
the stuffy little dens, yelet offices, and the sole
object of the reporters entering them is to
transact their business as quickly as possible, and
get out again. It naturally follows that, as the
order is *ultra vires*, the representatives of the
Press will ignore it, while treating the insult
contained therein with the contempt which it
deserves. Complaints have frequently been
made in the local Press of the treatment
accorded to its representatives, by the subor-
dinate officials of the magistracy, but such an
order as the one under consideration passes all
bounds, and calls for the attention of the higher
authorities. There have been times innumera-
ble when the assistance and favours of the
Press have been requested by this same official,
while, as requital, he has endeavoured to sub-
ject its representatives to all sorts of dis-
advantages in the way of obtaining information,
regarding the proceedings of the Courts, in-
stead of, as they have a right to expect, giving
them every facility in their quests. There is
always an atmosphere of antagonism, and an
unwillingness to give any information, no
matter of how great public interest, about the
Magistracy, such as the attitude of the official
in question goes far to increase, for the sub-
ordinates, of course, take their cue from him,
and behave accordingly. In fact, on this ac-
count the representatives of the Press, in-
stead of being recognized as being there to do
a good public work, are treated little better
than the prisoners in the dock, Chinese clerks
who have no business in the Courts, monopoliz-
ing chairs, while the reporters have to stand
about, or leave the Court until there are vacant
places. This is not as it should be; it is a
crying scandal in the Colony, and calls for
immediate redress. One might contrast the
behaviour of the public servant in question
with that of the head of the department whose
courtesy to the Press, and the help and
assistance he is ever ready to lend to its rep-
resentatives, will ever be remembered by those
whose lot it is to attend to this, the least plea-
sant of their many duties.

**S.S. "YING KING" v. S.S.
"WING CHAI."**

An interesting case is to be heard in the Har-
bour Master's Court a week to-morrow, a sum-
mons on behalf of the skipper of the *Ying
King*, (Capt. E. J. Page) having been issued
against the Captain of the *Wing Chai*, (Capt.
Samuel Bell Smith), in respect of alleged
maritime default. Both steamers are engaged
on the Hongkong-Macao run. Counsel has
been briefed.

THE V. R. C. AQUATIC SPORTS.

FIRST DAY.

As briefly outlined, in our issue of yesterday
evening, the first day's sport in connection with
the annual aquatic tournament of the V. R. C.
was most successful, and in almost every instance
good times were recorded. The stand was
crowded with enthusiastic natatory devotees,
and the favourites were heartily applauded as
the popular predictions were verified. The
opening event, the half mile championship of
the Colony, brought out nine competitors, includ-
ing N. H. Alves, last year's champion, and all got
away in good style, though the tide seriously
hampered the swimmers on the return. After
rounding the buoy, J. W. Bailey, the popular
fancy, came away alone, and, leaving the issue in doubt, won with the great-
est ease, by ten, or possibly more, lengths. The
two lengths had to be divided into five
heats, with the final to be decided to-morrow,
when the Committee cordially invite the pre-
sence of ladies. The times made were remark-
ably good. The heats were won respectively
by A. Mackie, F. P. Musso, H. S. Kennett, A.
Loureiro and C. Humphreys. Another highly
interesting contest was the swim under water
which again saw J. W. Bailey in the pink of
condition, winning by four and a-half feet from
C. J. Cooke. The veteran's race produced a
good struggle between Meek and W. S. Bailey,
the former who received four seconds from
Bailey winning literally "on the post." The
results of the day's racing were as follows:—
HALF-MILE COLONY CHAMPIONSHIP.
Open to all comers. First prize: presented
by Mr. A. Rodgers, 2nd; by Mr. H. C. Austen.
Entries:—F. Penny, A. Longman, A. Lum-
phreys, J. W. Bailey, C. Humphreys, N. H.
Alves, R. C. Wicheil, C. J. Cooke, and A. V.
Barros.
J. W. Bailey..... 15 min 40 sec.
C. J. Cooke..... 16 min 40 sec.
A. V. Barros..... 17 min 40 sec.

ARMY, NAVY, POLICE.

Two lengths. Post entries. Non-members.
Three prizes.

Fisher..... 15 min 40 sec.
Taylor..... 16 min 40 sec.
Timer, 45 sec.

TWO-LENGTH HANDICAP.
First in each heat to swim in final. First
prize presented by Mr. G. Murray Bain; 2nd;
presented by "Starters."

1st Heat. 2nd Heat.
H. M. Bain..... 10 min 40 sec.
Go! W. Andrews owes 7 s.
A. Mackie owes 10 s. H. P. Musso .. 10 s.
H. C. Sayer .. 14 s. E. Humphreys .. 12 s.
A. J. Ribeiro .. 14 s.
N. H. Alves .. 19 s.

3rd Heat. 4th Heat.
O. R. Chunnuit .. 10 s. H. C. Austen .. 7 s.
H. S. Kennett .. 13 s. J. R. Pereira .. 11 s.
A. V. Barros .. 17 s. A. Loureiro .. 11 s.
H. A. Lammert .. 13 s.
N. H. Alves .. 19 s.

5th Heat.
C. F. Ozorio..... 10 sec.
J. A. S. Alves .. 11 sec.
J. H. R. Hance .. 12 sec.
C. Humphreys .. 15 sec.

BOYS' RACE.
Ten to 14 years. A two-length handicap.
Post entries. Sons and brothers of members
only. Two prizes.

Albert Ellis..... 1 min 17 sec.
H. Livesey..... 1 min 17 sec.
Time, 1 min. 17 sec.

SWIM UNDER WATER.
The distance is calculated to the point where
the water is first broken by any part of the
body. First prize presented by Mr. W. B.
Dixon; 2nd; presented. Starters:—

J. Wicheil, E. Humphreys, R. C. Wicheil,
C. J. Cooke, J. H. R. Hance, F. M. Rosa
Pereira, J. E. Ellis, J. M. Rosa Pereira.
J. Wicheil, 141 ft. 9 in..... 1
C. J. Cooke, 137 ft. 3 in..... 2
E. H. Humphreys, 119 ft. 1 in..... 3

VETERANS' RACE.
T. Meek, owes 6 sec..... 1
W. S. Bailey, owes 10 sec..... 2
R. W. White, owes 12 sec..... 3

A two-length handicap. Open to competitors
over 35

TELEGRAMS.

(Reuters.)

The War.

LONDON, 4th September.

"DIANA" TO DISARM.

News from Saigon says that the Commander of the *Diana* has been ordered by the Russian Admiralty to disarm.

RUSSIAN LOSSES.

General Sakharoff estimates the Russian losses on the 31st ultimo and the 1st instant, at 7,000 and on the 2nd instant, at 3,000.

EVACUATION OF LIAOYANG.

General Kuropatkin wires that it was General Stackelberg's enforced retirement, several kilometres to the west of Liao-yang on the night of the 2nd instant, that caused the evacuation of Liao-yang.

Reuter's correspondent in St. Petersburg wires that General Kuropatkin telegraphed on the evening of the 3rd instant that the greater part of the army, including General Stackelberg's corps which had succeeded in joining the main force, is now to the south of Yentai mines.

The British Manoeuvres.

Unique Army manoeuvres have begun. General French's force which embarked at Southampton, sails to invade East Anglia where General Lord Methuen defends.

(Manila Cablenews.)

Operations at Liao-yang.

San Francisco, 1st September.

The scene of the fighting at Liao-yang now covers an extended area, stretching from Shaoyen, ten miles south of Liao-yang, to the neighbourhood of Yentai, about 20 miles north of the Russian centre.

Realizing the desperate nature of the situation Kuropatkin has thrown his whole army into the struggle, only about 20,000 men being held in reserve at Liao-yang.

Desperate fighting is reported near Yentai, where a strong column of Japanese is endeavouring to hold in check reinforcements which are being rushed south.

The battle, which has now raged for three days, is being conducted with very little intermission, the Japanese attempting to pierce the Russian lines with a series of continuous assaults.

The issue of the battle will decide the first campaign of the war and both sides are staking their full strength.

LATER.

The fighting at Liao-yang continues with no perceptible abatement.

The initial successes of the Japanese advanced them within eight miles of the city, and the positions then gained have been held.

Subsequently several desperate assaults on the centre of the Russian position, a few miles east of Liao-yang, were met stubbornly, the Japanese being repulsed at many points with heavy loss.

The Russians are now generally holding their ground in spite of repeated efforts to dislodge them.

The Japanese forces have been fighting under great difficulties owing to continuous heavy rains which have greatly impeded their movements and hampered their heavy artillery.

The losses on both sides are reported to be enormous, estimates of the combined casualties varying from 30,000 to 60,000.

The Russian Retreat.

San Francisco, 2nd September, 1.30 p.m.

The Russians are now in retreat and are fighting desperately, surrounded on all sides by the Japanese.

Kuropatkin is endeavouring to retreat northward with his broken army.

The Japanese have effectually intercepted his line of retreat and surrender is believed inevitable.

To-day, finding the city no longer tenable and being in danger of being cooped up there, Kuropatkin abandoned it.

The Russians were demoralized and conducted the evacuation in great disorder, the troops from the south falling back on the city closely pressed by the Japanese, increasing the confusion. Great numbers were killed and many taken prisoners.

Fifteen cannon have fallen into the hands of the Japanese. Later reports are expected to swell the capture of the Japanese.

Kuropatkin is retiring northward and has crossed the Taitsie river about five miles north of Liao-yang where he is endeavouring to make a stand.

He is in imminent danger of being forced to surrender as the Japanese hem him in on all sides.

Liao-yang has been occupied by the Japanese. The railroad connection between Liao-yang and Mukden had been broken, the Japanese column which was sent to prevent reinforcements reaching Kuropatkin from the north having succeeded in taking up a strong position near Yentai, about 25 miles north of Liao-yang, on the railroad line.

A relieving force advancing from the north has been twice repulsed.

A strong force of Japanese which was thrown across the Russian lines of communications north of Liao-yang has occupied a point of vantage about fifteen miles northwest of Liao-yang, its left wing resting on the railroad.

People are wondering when and how the Pacific Mail Company's new liner *Manchuria* will get her crew of Chinese. She requires 250 Celestials to do business, in addition to her white crew, but from all that could be learned yesterday they are not in sight. A recent issue of a San Francisco exchange, *The Mongolia*, arriving there early in the year from the East, picked up her crew of Chinese at Manzanillo, saving time and possible complications that might have arisen if she had taken them aboard in the American port.

THE WAR.

A WAR PICTURE.

In describing the fighting around Hsimo-cheng, a Russian correspondent paints a picture of soldiers fighting all day long in the stifling dust and the torrid heat. From an eminence on which he stood the correspondent could see, down to the waving millet, the crown of which was so high that squadrons of Japan cavalry wended their way within a quarter of a mile of the Russian cavalry, neither side suspecting the proximity of the other. The correspondent could detect the movements of the enemy through the field by the small clouds of dust which were raised. When the Japanese batteries enfiladed the Russian guns, the order was given to retire, and Major-General Mischenko's cavalry, a brigade of artillery, and the Barnaul Regiment covered the retreat. The Japanese swarmed into the Barnaul's trenches, coming so close that the Russians actually wrenched the guns from their hands, clubbing the Japanese with their own rifles. Some of the infantry had to cut their way out at enormous sacrifice. One company lost all its officers and most of its men. In addition to the terrific heat of the day and of the battle, the correspondent says that the Russian soldiers suffered dreadfully because they were obliged to carry their heavy overcoats and equipments. The number of sunstrokes was great. To add still further to the misery of the men, the water in their canteens soon became exhausted and the springs were nearly all dried up by the torrid heat. Surgeon Kerenskiy said it was actually so hot that some of his men burned their hands on the brass buttons and buckles of the soldiers as they undressed the wounded. Only when night fell did the troops get any relief. The wounded were loaded in Red Cross cars which had been especially arranged for this purpose at Liao-yang.

A Takeshiki despatch states that there can be no doubt that the *Rosita* and *Gromovoi*, which were badly shattered by the Japanese squadron during the engagement off the Tsushima Straits, but managed to return to Vladivostok, are busy pushing forward the work of repair. It is further reported that the repairs to the *Rosita*, which recently stranded outside Vladivostok, and would, it was thought, prove a total wreck, have now been completed. Upon the completion of repairs to the other ships, it is thought the Vladivostok squadron may again venture out. By that time, however, it is probable that Admiral Togo will be free to deal with the raiders.—*Kobe Chronicle*.

Vernacular contemporaries remark that during the naval battle on the 10th ult. Outside Port Arthur the Russians concentrated their fire on the *Mikasa*, the flag-ship of Admiral Togo, and it was because of this fact that she had over 100 officers and men killed or wounded, some of the staff of the Admiral being among the latter. Admiral Togo himself escaped unhurt, and after the battle was congratulated by his officers on his good fortune. An examination of his clothes after the battle showed, however, that the Admiral must have had a narrow escape, for his coat bore two marks evidently made by splinters from a shell, while his trousers were damaged in a similar way.

CANTON NOTES.

(From Our Correspondent.)

Canton, 5th September.

KWONG CHAU PREFECT.

The Kwong Chau Magistrate Sham has resumed his office. When Poy, the ex-Nam Hoi escaped, magistrate Sham was removed from office until Poy was brought back to Canton. Poy has returned and Sham resumed to favour.

POSTAGE RATES.

The Chinese Imperial Post Office has decided that the time has come to increase the rate of postage. For some time all local letters have been carried at the rate of one half cent the half ounce. Letters to any part of China were carried at the rate of one cent the half ounce. Now these rates are doubled the local letters are charged one cent and China generally two cents the half ounce. The Chinese are not likely to use the local Imperial offices with this increased rate. When half a cent was charged the Chinese availed themselves of the Imperial offices because of the very low rate. But the Imperial post is much slower and not nearly as reliable as the native post. Now that the native and Imperial rates are approximately the same the native post will receive a larger patronage.

SUICIDE AT 103.

Let me die. I have lived long enough.

In a state of collapse, feebly muttering the piteous appeal to the nurse, a centenarian committed suicide in Festinon Workhouse recently after a life of adventure, romance, and latterly of pitiable depression.

The story told to the Merionethshire coroner at the inquest at the workhouse was that the old man, James Burns, whose age was stated to be 103, had given a fellow inmate sixpence and persuaded him to purchase a knife for him, his own having been taken away on his admission into the workhouse.

Early on the Friday morning, when the nurse visited the ward, she found Burns dying from wounds in the throat, which had been inflicted with this new knife, and to her he muttered his appeal to be left alone. Death took place shortly afterwards. The jury found that the man committed suicide while temporarily insane.

Burns was an Irishman, who, until about 1850, served in the Navy. Then he earned his living as a hawker, and when nearly an octogenarian he met a young woman, half a century his junior, whom he married.

The couple settled down in Portmadoc about 10 years ago, with their three children, but in 1902 the wife and children left him in Chester. Burns was seemingly averse to the removal, and quite courageously entered the workhouse. Latterly, however, he had longed greatly for his family and had become depressed.—*E.*

THE S.S. "AUSTRALIEN."

We are courteously informed by the Messageries Maritimes, agents for the French mail steamer *Australien*, that the cause of her delay is due partly to the strike at Marseilles, and partly to a breakdown in her machinery while there. She has, however, now passed Singapore, and is due here on Monday next.

THE U.S. MERCHANT MARINE INQUIRY.

The first session of the Merchant Marine Commission developed the three lines of opinion the subject which divide the friends of American shipping on both seaboard. First of these is in favour of a direct subsidy, which is better called a bounty. The second stands for free ships—that is to say, permission to put the American flag over foreign built ships and grant differential duties on all imports carried by them. The third wants an export bounty per ton ad valorem on all domestic goods carried by American ships.

These three opinions are represented on the Commission itself. As they all aim at the same object it is proper to inquire into the difference between the means they propose for reaching it. The object to be attained is the encouragement to be given by the money of the Federal Government to the revival of American shipping. The proponents of the three plans will not differ materially as to the annual amount of such money required to effect the purpose.

The first plan is to take it directly from the treasury and apply it to the purpose under such rules of oversight as will protect the expenditure. The second is to pay the same amount of money by taking it out of the revenues before they reach the treasury. The third is to put it in the treasury on imports and pay it out as a bounty on exports. The first and third plans have the merit of requiring the building of ships by American labour, so that part of the bounty, by whichever means secured, will go to pay the wages of American mechanics. With this exception the plans all merge into the one issue of a bounty. This being true, that one should be adopted which will be the easiest and most economically apply that bounty to the object sought. It is an augury of success that the friends of the proposition have so nearly reached an agreement that either plan may be adopted with the substantial hope that it will attain the object sought.

It is the belief of many practical men and thinkers that the best of the three plans is the direct bounty, because of its superior economy and its more immediate effect. A differential import duty will require a costly special system of custom-house accounting for ascertainment of the rebate and it will impart great uncertainty to the volume of revenue, which will prevent accuracy of estimates as to the prospective resources of the treasury. The export bounty is open to the same objection, as it will require the addition of special facilities to the custom-houses to verify the exports and apply to each its ad valorem share of the bounty. This also leaves the resources of the treasury in doubt, since it is quite impossible to estimate the amount that will be required to pay the bounty, the volume of which will fluctuate with the foreign demand for our products, the *San Francisco Chronicle* observes.

After all, both these plans are to effect the same thing as the first—the provision of a money bounty to revive our merchant marine. We can understand that there is a natural desire to get the money in such a way as shall excite the least popular prejudice, and that causes a resort to an indirect bounty system, which may, in the end, cost the people more than if the bounty were direct. If this be so, it will be better for the proposed policy to approach the solution squarely in the beginning by direction and not indirection.

One other merit of a direct bounty is that there are no mysteries about it. It is not half concealed and half disclosed. Its features are all in full view from the beginning. If it prove necessary to change after it has been tried, it is easy to go from it to either of the other plans, but a change from either to it would be difficult, and so, if they prove defective and incompetent to accomplish the purpose, there would be danger of a collapse on the whole policy.

If free ships are adopted the permission to put them under American register should have a time limit. Free ships would, in our judgment, put an end to American ship building. It would disuse and dismantle every yard in the country. It goes without saying that a revival of our merchant marine means, or should mean, not only the owning of ships, but also the capacity to build them. To this end the bounty should flow both ways. It should put ships on the stocks in American yards as well as on the sea under the American flag. If we have to resort to foreign builders to buy ships we will have taken but a short step out of our present system, which compels us to resort to the foreign owners of ships to transport our commerce.

Any system that is adopted should provide the payment of part of the bounty to secure the apprenticeship of American boys in seamanship. Our people have lapsed in the seafaring habit. To such an extent has this occurred that nearly all of our merchant crews are foreigners, as are a large percentage of our naval crews. This is caused by the decline of our shipping. Seagoing offers no career satisfaction to American ambition. It is necessary that this be changed.

Much is said about our protective policy as a cause of the decline of our merchant marine, and the deep sea primacy of Great Britain is cited as an effect of free trade. This is a superficial view. We have followed a policy of protection on land and free trade on deep water. Great Britain has reversed this by having protection on deep water and free trade on land. Her subsidy and bounty system has given her merchant flag primacy of the sea. Our protective system has given us primacy in production on land.

THE SAGHALIEN CONVICTS.

A REMARKABLE DESCRIPTION.

Last Friday, Anton P. Tschetchoff, one of Russia's ablest journalists and dramatic authors, was buried in Moscow. He died at Badenweiler, where he was undergoing treatment for consumption. His death in the fulness of his powers was unlooked for by the Russian public, and the great concourse of people at his funeral testified to his standing in literary circles and among the general public. Although consumption is in the late author's family, for his brother, the well-known caricaturist, died from that scourge, yet many of his friends maintain that Anton Tschetchoff caught the germs of the disease during a tour made through the convict settlement of Saghalien. He described that tour in a very interesting book, entitled *Saghalien* written in the form of a diary, and therefrom the following extract is taken:—

"The key creaks in the great, clumsy, antiquated padlock, and I enter into a small chamber, in which there are about a score men. It is the 'kandalnaya' of the Alexander Prison, the room for the fettered prisoners, and those therein are all runaways who have been recaptured. They are in rags, unwashed, lettered hand and foot, and shod with worn-out foot-wear, which is wrapped round by rags or string; half of the skull is covered with shaggy hair, the other half is shorn, or the hair is half-grown again. They are all very thin and weak. There are no beds or mattresses, and the men sleep on the bare plank beds. In a corner stands the common commode. Everyone has a petition to make to us; one wishes to be set free, and he promises never again to try to escape; another asks for his fetters to be knocked off, and a third wants more bread. In this department there are also 'solitary cells,' and cells for only two or three prisoners. In solitary confinement sits Sophie Bluffstein, well-known among the convicts as 'Little Gold Hand,' and who has been condemned lately to three years' hard labour for trying to escape. She is a small, thin woman, with hair already gone grey, and with an old and puckered face. Her hands are fettered; on her plank bed lies a small, grey sheepskin used alike as a quilt and overcoat; she walks across her cell backwards and forwards, and sniffs ever at the air like a mouse caught in a trap. It is hard to believe that once she was a beauty, and could turn the heads of her warders, as she did at Smolensk, where an inspector helped her to escape and ran away with her. Like all female prisoners, she had at first at Saghalien her own quarters, and could go about at will; but, with the aid of a soldier, whom she captivated, she tried to escape and was caught. While she was free to roam about, several serious crimes took place; thus, a tradesman, Nikitin, was killed and 50,000 roubles were stolen by burglars from the Jewish settlement at Yurkoffski; in every case suspicion fell upon 'Little Gold Hand' as having taken part in them, or at least as having known all about them. Still, the authorities could never prove her guilt.

"In the prison at Derbiensk lives a former Baroness condemned to hard labour. By her fellow convicts she is called 'The Working Lady'; she leads a modest, active life, and is said to be contented with her lot. A Moscow merchant, who once had a business in the 'Tverskaya,' or main street of that city, said to me with a sigh, 'Ah, the races at Moscow are now on'; then he gave his companions an account of the Moscow races and of the huge crowds that attend them. As he finished the tale he turned himself to me and said: 'I would give the rest of my life just for one glimpse—of Russia? No; of Moscow? No; but for one look at the Tverskaya.' At Derbiensk I saw also the 'two cousins by name,' of whom the convicts relate that although each of them bears the name of Yemelyan Samochvaloff, yet each comes from a different Government, and they are not related at all; yet a strange chance has brought them together under the same roof as convicts. In the prison at Dus are many hardened criminals, mostly relapsed evildoers and captured fugitives. One of them, a grey-haired old man of about sixty-five years of age, and named Terechoff, impressed me as being an inveterate villain. He sat in a dark cell. On the eve of my arrival he had been whipped almost to death once more, and when I spoke of it he showed me his back, which was a mass of blue-black bleeding sores. The prisoners told me that Terechoff had killed altogether 60 men. He had a special method. If any new-comer seemed to have a little money Terechoff proposed to him to run away together. If they managed to escape Terechoff used to murder and despoil his comrade in the woods; then, to remove the traces of his crime, he cut the body into pieces, which he threw into the nearest river. As I looked into the heavy lead-cloured eyes of Terechoff and looked at his half-shorn, tapering skull, I could believe these tales of his past life. A 'Little Russian,' who also sat in darkness, amazed me by the audacity with which he demanded from the Inspector the sum of 105 roubles, which had been taken from his clothes when he was examined last. 'Where did you get the money?' asked the Inspector. 'I won it at cards,' replied the convict, who begged me to plead for him, and he assured me that all the convicts in the prison play cards, while it is not seldom that some of them win so much as three thousand roubles. But the convicts settled at Upper Armudan are the most famous card-players. They have chosen their habitation in a wretched locality, where they manage to exist in the most pitiable way. Sitting idly for the most part in their miserable huts they chat, laugh, and weep by turn or they play cards. As they are very poor, they play for very low stakes, that is, for the few farthings granted to them by the Government, or for a piece of bread or smoked fish. They eat food only when they win; if they lose, then they go hungry to bed. 'Why won't they let us go across to Siberia?' asked one of them. 'What would you do there, for there you would have no opponent for playing cards,' I replied. 'Not at all,' came the answer, 'the real gamblers are in Siberia.'

"At Korsakoffsk I got to know a convict, Pischtschikoff, who had been condemned to life-long hard labour for having killed his wife, a deed which inspired Glyeb Upensky to write his tale 'Entre Nous.' Before marriage the victim had had an intrigue with a Turk; she bore her husband four children, and when she was pregnant with the fifth, Pischtschikoff, who 'had known about the Turk all along,' had a sudden fit of jealousy and thrashed his wife for six hours with a knout until she was dead. He is now a clerk in the police office, and is regarded as being an industrious, courteous, but reserved man. I visited the little room which he occupied in a peasant's hut; his bed was most tidily kept and covered by a red woollen counterpane; above the bed there hangs the framed portrait of a lady. It was probably his murdered wife's picture. In another peasant's hut there I met a man of forty years clad in a jacket and trousers carefully patched; his shaven chin and the cravat covering a dirty, unstarched shirt led me to suppose that I was speaking with a member of the higher classes. He sat upon a little bench and ate potatoes and salted-meat out of an earthen bowl. He told me his name, which ended in a 'ski,' and I thought he had been an officer formerly. 'You were an officer?' I asked. 'No; I belong to the priest-hood,' was his answer. I did not ask him why he had been deported to Saghalien; if a man, who has been called 'Father John' by his flock, and whose hand his people used to kiss as they asked his blessing, stands before me with a soldier's straight bearing, with his hands at his sides and wearing a cast-off old jacket, then I think more of what he has gone through than of his crime.—*The Globe*.

COMMERCIAL.

SHARE LIST.

Following are further alterations in Messrs. Benjamin, Kelly & Potts' share quotations notified to us after the list had been printed:—

China Fires	...	...	\$ 87 sa.
Indo-Chinas	...	...	119sa. & b.
China Sugars	...	...	204 b.
Farnhams	...	...	Tls. 182 sa.
Hongkong Hotels	...	...	132 b.

SHANGHAI FREIGHT.

In their report, dated 1st instant, Messrs. Wheelock & Co. state that there is no change to report in their homeward freight market since last writing and shipments in most directions are fairly brisk but more especially to New York via Suez Canal.

Coastwise—Shipowners have certainly got things all their own way just now owing to the scarcity of tonnage available for prompt delivery; besides a strong demand for trip charters in all directions. There is some inquiry from Japan for monthly charters which is being filled at paying rates.

Shanghai advices, of 31st ult., state:—Business reported:—Shanghai and Hongkong Wharfs at Tls. 153. Indo-Chinas at Tls. 86 for December. Farnham Boyds at Tls. 175 for September and Tls. 179 for December. Perak Sugars at Tls. 60. Maatschappij at Tls. 314 cash and Tls. 326 for December. Astors at \$30 ex. div.

Business done direct:—Shanghai and Hongkong Wharfs at Tls. 153. Farnham Boyds at Tls. 178 for December. Indo-Chinas at Tls. 84 for October and Tls. 86/86 for December. Maatschappij at Tls. 313/326 for December. Gas at Tls. 97. Colonies at Tls. 17 for December. Moutries at \$55. Astors at \$30. Lands 5 per cent. Debentures at Tls. 95.

CHINESE in Shanghai who go into the interior and bring down girls to the settlement for immoral purposes meet with warm receptions when detected. The other day an old man was sentenced to seven years and 1,200 blows, 300 at a time. Another to five years' imprisonment and 900 blows, 300 at a time, and a brother keeper was ordered to receive 100 blows on the hand and one month's imprisonment.

To-day's Advertisements.



PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION,

ON WEDNESDAY AND THURSDAY, the 14th and 15th September, 1904, at 10 A.M. each day, at

H. M. NAVAL YARD, SUNDRY NAVAL, VICTUALLING, OBSOLETE AND CONDEMNED STORES,

Comprising:—BOATS, ENGINES and BOILERS, BRASS, COPPER, IRON, PAPESTUFF, CANVAS, FURNITURE, PROVISIONS, IMPLEMENTS, &c.

Catalogues will be issued.

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HUGHES & HOUGH, Government Auctioneers.

Hongkong, 6th September, 1904. [1012]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1904.	About
"ATHOLL"	16th September.
"SAGAMI"	30th
"HINDUSTAN"	8th October.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 6th September, 1904.

To-day's Advertisements.

PRELIMINARY NOTICE.

THE Undersigned have been instructed by owner to sell by PUBLIC AUCTION at an early date, in One Lot, unless disposed of by Private Treaty,

COMPLETE SET OF MOORINGS

made to special order, by the (late) Oriental Dock Company, Shanghai, having been used during the High Water Season at Ichang (current from 8.4 miles) by H.M.S.S. *Woodlark* and *Stiffie*, F. G. V. *Olry* and others.

The Moorings are in excellent condition and consist of a steel 4' 6" Buoy 2' 6" Diameter, 20 fathoms 3 Chain Biddle with all necessary swivels (7) connecting to two to fathom lengths of 3 Chain shackling on to special heavily made Chinese Pattern Anchors (in place of Foreign Anchors originally supplied) together with sundry spare Anchor-buoys (bamboo with iron shod ends and swivels, etc., etc.).

The special attention of Steam Launch and Yacht-owners and others is drawn to this favourable opportunity of securing a complete outfit of Moorings.

For further particulars, please apply to—

GEO. P. LAMBERT, Auctioneer.

Hongkong, 6th September, 1904. [1013]

This advertisement will only appear once.

WANTED.

A DOCTOR for the S.S. "CLAYERING" running between HONGKONG and MEXICO.

Apply to—

J. S. VAN BUREN, Superintendent.

Hongkong, 6th September, 1904. [1010]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG".

Captain G. S. Weigall, will be despatched as above, on FRIDAY, the 9th instant, at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 6th September, 1904. [1011]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"AUSTRALIEN".

Captain Veron, will be despatched for the above Ports, on or about MONDAY, the 13th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 6th September, 1904. [9]

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE".

Captain G. C. Candy, will be despatched for the above Ports, on or about THURSDAY, the 15th instant.

This Steamer has Superior Accommodation for Saloon Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 6th September, 1904. [9

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUZ
GLASGOW and LIVERPOOL	"PINGSUEY"	17th September.
GLASGOW and LIVERPOOL	"ACHILLES"	24th September.
GLASGOW and LIVERPOOL	"DEUCALION"	1st October.
GLASGOW and LIVERPOOL	"ULYSSES"	8th October.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	13th September.
* GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	27th September.
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	11th October.
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	22nd October.
LONDON, AMSTERDAM & ANTWERP	"PINGSUEY"	25th October.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"DEUCALION"	3rd October.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th September, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	7th September.
CEBU and ILOILO	"KAIFONG"	10th "
KOBE	"CHINGTU"	13th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	18th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th September, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SAURDAY, 17th Sept., at 10 A.M.
RUBI	2540	R. W. Almond	—	SATURDAY, 24th Sept., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 3rd September, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARAGONIA"	5,198	Schmidt	September 14th, 1904.
"NUMANTIA"	4,370	—	October 10th, "
"NICOMEDIA"	4,370	Wagner	October 27th, "
"ARABIA"	4,483	Bahle	November 10th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."
Captain SAMUEL BELL SMITH.DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M. on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.
FARE:—(Week Days) 1st Class (including
cabin and servant), \$3; Return Ticket, \$5;
2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including "Fifth and Dinner" either on
Board or at Misco Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.
WHARF—At the Western end of Wing Lok
Street.
The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.
MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 1st January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship
"YING KING,"Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously
furnished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.
1st Class.....\$3.00 for Single Journey.
2nd ".....1.50
Meals.....1.00 each.
The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & CO.,
Canton Agents.
Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [819]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain
"KWONG CHOW".....1,309.....J. P. MARTIN.
"KWONG TUNG".....1,438.....H. W. WALKER.
Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey.....\$4
Meals.....(Each) 1The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [781]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"KUMSANG"

Captain E. J. Buller, will be despatched as above,
on THURSDAY, the 8th instant, at 3 P.M.,
instead of as previously advertised.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 5th September, 1904. [999]

AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"EPSOM,"

Captain J. Cox, will be despatched for the
above Port, on or about FRIDAY, the 9th
September, to be followed by the Steamship

"CLAUDEBURN,"

on or about TUESDAY, the 18th October.

For Freight, apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 31st August, 1904. [966]

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies).STEAM FOR
BOMBAY VIA SINGAPORE AND
PENANG.Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN,
and GENOA.ALSO
VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS
up to CALLAO.Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE,
ALMERIA and MALAGA.

THE Steamship

"ISCHIA,"

Capt. Maganini, will be despatched as above,
on SATURDAY, the 10th instant, at Noon.At BOMBAY, the Steamer is discharging in
VICTORIA DOCK.For further Particulars regarding Freight
and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 5th September, 1904. [965]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"ARRATOON APCAR,"

Capt. R. Fey, will be despatched for the above
Ports, on TUESDAY, the 13th inst., at 3 P.M.For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 5th September, 1904. [900]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL.PROPOSED SAILINGS FROM HONGKONG
1904"ATHOLL".....17th September.
"SAGAMI".....30th "
"HINDUSTAN".....7th October.
For Freight and further information, apply
toDODWELL & Co., LIMITED,
Agents.

Hongkong, 4th September, 1904. [955]

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain A. Thompson, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY on SATURDAY, the 10th Sept.,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Marmora*, 10,300 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.
Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London &c., will be
conveyed from Bombay by the R.M.S. *Oriental*,
due in London on the 23rd October.Parcels will be received at this Office until
5 P.M. the day before sailing. The Contents and
Value of all Packages are required.For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 27th August, 1904. [4]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Pleiades</i>	3,753	F. G. Purington	Sept. 17
<i>Shammut</i>	9,606	W. M. Smith	Sept. 24
<i>Tremont</i>	9,606	T. W. Garlick	Oct. 1
<i>Tremont</i>	9,606	T. W. Garlick	Oct. 8
<i>Lyra</i>	4,417	G. V. Williams	Oct. 15
<i>Hyades</i>	3,753	Geo. Wright	Oct. 22

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.

Tons.....

Intimation.

CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,
(SUCCESSORS TO G. GIRAULT)
6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the

French Mail Steamer *Ernest Simons*.

We specially recommend these products to our clients as they are of the first quality.

We have also received PRESERVED FRUITS of the finest brands.

STRAWBERRIES IN JUICE.....Per Bottle \$1.50

CHERRIES " " " " " " 1.50

ASSORTED FRUIT " " " " " " 1.50

CHERRIES IN BRANDY....." " " " 1.75

APRICOTS " " " " " " 1.75

PLUMS " " " " " " 1.75

CRYSTALLIZED FRUIT of the First Quality at \$1.50 the Box of 1 lb.

We specially recommend the above to amateurs and connoisseurs.

Messrs. CHAZALON & Co. are renowned for the excellence of the Goods they offer to the public and the firm defies competition either in quality or price.

We also desire to inform the public that we have just received a consignment of WINE in Barrels which we are able to offer at the exceedingly low price of \$45 per Cask of 210 litres.

In a few days we shall have on sale a special preparation for mixing with a Wine that is clouded in the cask so that it becomes perfectly clear when bottled.

FOR
BLACK and WHITE WHISKY.



- PRICES -

BUCHANAN BLEND \$12.50 per Case. BLACK AND WHITE \$16.50 per Case.
ROYAL HOUSEHOLD \$10.50 per Case.

ARQUEBUSADE WATER

OF THE
HERMITAGE OF THE MARIST BROTHERS;
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and aerated water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, healing of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE:

The Litre \$5.00
The Half-Litre 2.50

CHAZALON & CO.,

Sole Agents for Hongkong, China and Japan.

Hongkong, 1st September, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 2.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000	\$1,492,534	{ Div. of £1.10/- @ exchange 1/9 15/16 } { \$16.41 for first half-year 1904..... }	6 1/2 %	{ \$650 } { London 66 1/2 }
National Bank of China, Limited	4,453,750	£10	£8	\$75,533	\$21,668	{ \$2 (London 3/8) for 1903..... }	5 1/2 %	\$39
Do. (Founders)	750	£1	£1	\$191,973		{ None..... }		\$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,059,926	\$32 for 1902.....	5 1/2 %	\$577 1/2 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$1,750,000	Nil	\$4 for year ended 30.4.1903.....	6 1/2 %	\$63 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902.....		Tls. 67 1/2 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000	\$486,284	\$12 for 1902.....	9 1/2 %	\$135
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000	\$110,551	\$15 for 1902.....	7 %	\$212 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,702,288	\$371,110	\$22 1/2 for 1902.....	7 %	\$325 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1902.....	8 %	\$88
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000	\$16,362	\$1 1/2 for first half-year 1904.....	10 %	\$30 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$200,000	\$5,855	\$5 for 1903.....	5 %	\$117 buyers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$3 for 1900.....		\$26 1/2
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000	Nil	\$3 for year ended 30.6.1903.....	8 1/2 %	\$36 1/2 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$15,093	\$1,287	{ \$1.80 & b. 40 cts } for year ending 30.4.04 { \$0.90 & b. 20 cts..... }	{ 5 1/2 % } { 4 % }	{ \$40 buyers } { \$30 buyers }
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,075	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903.....	8 1/2 %	\$155 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$4,000,000	\$19,555	Interim of 1/- (Coupon No. 4) for 1903.....	4 1/2 %	24/-
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000	Tls. 865	Interim of Tls. 1 1/2 for 1904.....	12 %	Tls. 25 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904.....	7 1/2 %	Tls. 45 buyers
Do. (Preference)	100,000							
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904.....		\$202 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897.....		\$64 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03.....	4 1/2 %	Tls. 60 sales
MINING.								
Société Française des Charbonnages du Tonkin	10,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 } { Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903.....		\$490
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £7,236	No. 12 of 1/-.....		\$6 1/2 buyers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-.....		Tls. 6 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$95,471	{ \$6 dividend and \$2 bonus for first half- } year 1904	6 1/2 %	\$226 sellers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final—Tls. 12 for year end. 30.4.04.....	7 %	Tls. 180 sa. & b.
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$19,950	\$43,732	\$6 for 2nd half year 1903.....	4 1/2 %	\$350
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	{ \$10 div. and \$2 1/2 bonus } for 1903.....	6 1/2 %	\$200 sellers
Do. (Preference)	2,750	\$100	\$100	\$14,000	\$29,926	{ \$7 dividend..... }	6 %	\$110
Howarth Enkine, Limited	12,000	\$100	\$100	\$50,089	\$8,015	{ \$10 div. & \$2 1/2 bonus for 1902/3..... }	6 %	\$210 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$25,000	\$28,095	Interim of \$2 1/2 for 1904.....	4 1/2 %	\$113 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,113	Tls. 22,895	Interim of Tls. 4 for 1904.....	7 %	Tls. 153 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903.....	9 1/2 %	Tls. 190 sales
New Amoy Dock Company, Limited	6,000	\$50	\$50	\$55,500	\$489	\$1 1/2 for 1903.....	4 1/2 %	\$27 1/2
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Interim of \$6 for 1904.....	8 %	\$154 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 37,634	Interim of Tls. 3 for 1904.....	7 1/2 %	Tls. 111 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 37,634	Tls. 325	Interim of Tls. 3 for 1904.....	7 %	Tls. 125 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	\$636	Interim of Tls. 2.....		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903.....	7 1/2 %	\$38 buyers
Wei-hai-wei Land and Building Company, Limited	3,784	Tls. 25	Tls. 25	none	Tls. 5,150	None.....		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904.....	5 %	\$61 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000	\$11,668	\$5 for first half-year 1904.....	7 1/2 %	\$131 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903.....	6 %	Tls. 150 sales
Astor House Hotel Company, Limited (Shanghai)	30,000	Tls. 25	Tls. 25	none	\$9,880	\$2 1/2 for year ended 30.6.1904.....	7 1/2 %	\$338 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,956	Tls. 680	Tls. 8 1/2 for the year ending 31.3.1904.....	5 1/2 %	Tls. 154 buyers
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	\$1,089	First year.....		Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	\$5 for the year ending 28.2.1903.....	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none		Interim of Tls. 3 1/2.....		Tls. 40 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$200,607 } { \$50,000 }	\$99,177	90 cents for 1903.....	7 1/2 %	\$13 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903.....	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 1/2 a/c 1898.....		Tls. 35 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 15,500	Tls. 15,500	Interim of 4 1/2 a/c 1898 on 6,000 shares.....		Tls. 34 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 20,389	4 1/2 for 1897.....		Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the } year ending 31.7.03	8 1/2 %	\$12 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 } { Tls. 25,000 }	Tls. 1,091	Interim of Tls. 3.....	9 1/2 %	Tls. 67 sales
Alhambra, Limited	300	\$200	\$200	\$41,000	\$57	\$125 for year ending 30.6.1900.....		\$190 sellers
Philippine Company, Limited	67,500	\$10	\$10			First year.....		\$91
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903.....	5 %	\$304
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil	60 cents for 1903.....	5 1/2 %	\$11 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000	\$2,883	Final of 50 cents making \$1 for 1903.....	6 1/2 %	\$15
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,042	\$1 for 1903.....	11 %	\$91 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903.....	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903.....	8 1/2 %	\$91 sales
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$1,747	{ \$1.00 } for year ending 30.4.1904 { 50 cents..... }	{ 6 1/2 % } { 5 1/2 % }	{ \$15 buyers } { \$92 buyers }
Hongkong & China Gas Company, Limited	7,000	£10	£10	{ £23,109 } { £3,000 }	£7,625	£1 div. and 2/- bonus for 1903.....	8 1/2 %	Tls. 97 sales
Shanghai Gas Company, Limited	10,656	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,548	Interim of Tls. 3 1/2 for 1904.....	8 1/2 %	Tls. 395 sales
Shanghai Waterworks Company, Limited	7,200	Tls. 100	Tls. 100	Tls. 140,000	Tls. 7,369	Interim of 15/- for 1904.....	7 1/2 %	Tls. 140
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4.....	6 %	Tls. 120
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half-year.....		Tls. 120
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Final of \$1 1/2 making \$3 for 1903.....	11 %	\$130 sales
Law, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,681	Final of \$7 making \$12 for year end. 29.2.04.....	9 1/2 %	\$130 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903.....	7 1/2 %	\$130 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3 1/2 for 1903.....	7 1/2 %	\$130 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	Interim of \$4 for 1904.....	7 1/2 %	\$130 sales
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000	\$4,283	\$7 1/2 for second half year 1903.....	9 %	\$280 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$30,000	\$3,020	\$20 for year ending 30.11.1903.....	7 1/2 %	\$20 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$10,000	\$3,020	\$12 for year ending 31.7.1903.....	6 1/2 %	\$17 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$500	\$5 for 1903.....	6 1/2 %	\$5 buyers
Bell's Asbestos Eastern Agency, Limited	8,600	12/6	12/6	none	\$1,161	6d. per share for 1903.....	5 1/2 %	\$10 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$20,000	\$280	{ 90 cents } for year ending 31.5.1904 { \$20.70..... }	{ 5 1/2 % } { 10 1/2 % }	{ \$10 buyers } { \$10 buyers }
Do. (Founders)	100	\$10	\$10					
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$42,551	None.....		\$10 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents.....	8 %	\$10 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None.....		\$12 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4.....	8 1/2 %	\$7
Steam Laundry Company, Limited	10,000	\$5	\$5	none	\$3,644	{ 60 cents for year ending 31.5.04..... }	9 %	\$34 buyers
Maatschappij tot Mijn- Bosch- en Landbouw- exploitatie in Langkat	25,000	Gd. 100	Gd. 100	{ Tls. 334,669 } { Tls. 11,143 }	Tls. 27,187	First quarter of Tls. 10.....	13 %	Tls. 314 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903.....	6 %	Tls. 85 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Interim of Tls. 6 for 1904.....	14 1/2 %	Tls. 154 sales
Central Stores, Limited	6,000	\$15	\$15	\$20,000	\$1,253	Interim of \$1.20 for 1904.....	12 %	\$23 sellers
Do. (Founders)	133	\$15	\$15			{ None..... }		\$100
Do. (New Issue)	24,000	\$15	\$15	none		Preferential of 7 per cent for 1904.....	6 1/2 %	\$8 sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 153,316	Tls. 5 for 1902.....		Tls. 40 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903.....	9 1/2 %	Tls. 65 sales
Kauz Brothers, Limited	10,000	\$100	\$100	\$375,000		\$12 for 1903.....	6 1/2 %	\$135 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$500,000	\$83,493	{ \$1 div. and 45 cents bonus for half year } ended 30.4.1903.....	7 %	\$17 sellers
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$1 bonus for 1903.....	7 1/2 %	\$102 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	\$801	\$2 for year ended 31.10.1903.....	7 1/2 %	\$20 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,000	\$25	\$25	none		First year.....		\$50
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$59,000	None.....		\$25 1/2